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SECURITY INFORMATION

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COUNTRY East Germany

REPORT NO.

TOPIC Kirchmoeser Tank Repair Shop

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EVALUATION

PLACE OBTAINED

25X1

25X1A
DATE OF CONTENT

DATE OBTAINED

DATED 4 August 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 1 sketch on ditto. with legend

REMARKS

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SOURCE

25X1X1. In the fall of 1941, [redacted] at Kirchmoeser, the "Brandenburgische Eisenwerke" (Brandenburg Iron Mill) and the "Lokomotiv- und Lok Reparaturwerk Brandenburg" (Brandenburg Locomotive Plant and Repair Shop) were closely connected. The Reichsbahnschule (Reich Railroad School), a training center for technical railroad personnel cooperated with both plants. In 1942, a section of the Brandenburg Iron Mill was converted to a tank repair plant. In 1945, the tank repair plant and many of the other workshops were dismantled. At the end of 1945, two independent plants were established on the premises of the Brandenburg Iron Mill, i.e. the Repair Plant of the Soviet Army at Kirchmoeser with two departments, a shop for the production of tank parts and tank engines with German personnel and the tank and tank engine assembling and dismantling shop with Soviet personnel; and the other the Kirchmoeser Rolling Mill.

25X1C 2. A technical unit [redacted] operated the tank repair plant. Colonel Kolijesnik (fnu) was chief of the unit and repair installation. Lieutenant Colonel Wassiliyek (fnu) was the technical manager of the plant, and Lieutenant Breusoov (fnu) was political officer and personnel manager for the Soviet and German workers. Major Tsinker (fnu) was MVD officer. 1

3. After the stocks of materials left by the former Wehrmacht tank repair plant had been exhausted high quality tool steel, round and hexagonal steel, honestones and honing diamonds were furnished to the plant by the Kirchmoeser Rolling Mill and the Krupp Gruson Plant in Magdeburg. Bottlenecks in the production were repeatedly caused by the lack of funds, miscalculations in the procurement of materials, and improper utilization of materials. 2

4. In 1952, the number of tanks repaired in workshop C varied between 10 and 15 per month. 3
The monthly number of overhauled tank engines ranged between 50 and 60 units. The engines arrived and left the plant individually. The monthly output of workshop A amounted to:

45 to 60	crank shafts
about 200	axles
40 to 50	cam shafts
30 to 40	radiators
about 400	bogie wheels
about 30,000	friction rings
about 80 pairs of	pinion wheels

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30 to 40 tank hulls, in one piece,
nose 30 mm thick,
rear section and sides 20 mm thick

Prior to the arrival of a Klingelberg type gear cutting machine in October 1952, the pinions of the main gear were manufactured in an improvised manner; heads were welded on the work cogs and then ground to smooth teeth. The efficiency of this system was not determined and, [redacted] The 25X1X products from workshop A were either shipped to workshop C or were crated for shipping. Source was unable to give the ratio of items shipped to the total output and did not know where the products were shipped to.

5. Workshop A and the forge had a workforce of about 1,000 Germans who worked one 8-hour shift. The personnel of the other workshops of the repair plant included 450 Soviets, among them 40 to 50 officers, also working one 8-hour shift. 25X1X

6. The plant included five departments.[4] [redacted] 25X1X It was installed in a single-story building with a gallery. The workshop included the following sections: The lathe shop with 30 to 35 leading screw lathes, from various firms, one multi-spindle-automatic lathe and, since October 1952, one Klingelberg gear cutting machine for pinion gears; the turret lathe shop with 15 Pittler automatic lathes for the production of nuts; and the milling shop with five gear cutting machines, five universal milling machines, five horizontal milling machines, three shapers and two boring mills. These machines were used for side milling, cylindrical cutting, angular cutting and shank-end cutting operations. The grinding shop was equipped with three grinding machines for crank shafts, five grinding machines for magnetic surfaces, four for sleeves, one centerless grinding machine, two hollow sleeve grinding machines (Hualsenhohlschleifmaschine), three converted lathes to polish crank shafts, one hydraulic press to press crank pins into the shaft and two special grinding machines for friction rings. The wheel shop was equipped with machinery for the repair of bogie wheels. The plumbing and welding shop was equipped with workbenches and five welding converters respectively. The gallery of this workshop was used by the fitting shop equipped with work benches, the toolmaking shop with a two-ton excentric press, six grinding threstless and several work benches. The galvanizing shop was equipped with two galvanizing baths and three burnishing baths for surface protecting.

7. The tanks were dismantled in the disassembling shop, (Workshop B), and the overhauled tanks were reassembled in the assembly shop (Workshop C) from where they were taken to the test stand east of the building and then subjected to drive tests. The tank engines were taken apart overhauled and reassembled in the engine assembling shop (Workshop D) and then taken to the tank assembly where they were reinstalled in the tanks. All these departments were off limits to German personnel, and further information could, therefore, not be obtained. The offices of the Soviet plant administration and the German offices of the repair plant and the rolling mill were located in the northern wing of the complex of buildings.

8. The forge of the repair shop was equipped with one hydraulic hammer, one small and one large percussion press, two gas-fueled hardening furnaces and two electric hardening furnaces. The forge primarily supplied material for the lathe shop in workshop A. A warehouse was installed in the former hardening shop of the Brandenburg Iron Mill. After 1945, spare parts for tanks and tank engines, scrap, tools, steel and machines were stored there. The test stand for tanks was never observed from a close distance.
The motor vehicles of the technical unit in charge of the repair shop were parked in a circular shed. The number and type of the cars parked there was not determined. Twenty to 30 tanks were parked in an open parking lot, south of the southeastern corner of the repair plant. Overhauled tanks were loaded on railroad cars in workshop C and shipped out from there. Except for the guard house west of the repair plant which was occupied by the Soviet technical unit, the other buildings located in the plant area belonged to the Kirchmoeser Rolling Mill. The mill train for thick sheets processed sheet iron up to a thickness of 20 mm and to a width of 200 cm. The precision mill train processed round steel hexagonal and octagonal steel up to 12 mm in diameter. Further information on the Kirchmoeser Rolling Mill was not available.[5]

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25X1A 1. [redacted] Comment. Colonel Koliyesnik (fnu) was previously reported as chief of the tank repair plant. Lieutenant Colonel Wassil'yev (fnu) was transferred to the tank repair shop at Wuensdorf in early 1953. [redacted] 25X1 Lieutenant Colonel Breusoov (fnu) and Major Tsinker (fnu) were reported for the first time.

25X1A 2. [redacted] Comment. These difficulties were mentioned in all previous reports on the repair shop. A shortage of materials was also reported from the other repair shops in East Germany.

25X1A 3. [redacted] Comment. According to other information, the plant had a monthly output of 20 to 30 overhauled JS-3 tanks. [redacted] 25X1

25X1A 4. [redacted] Comment. See Annex for layout sketch of the tank repair shop and steel rolling mill.

25X1A 5. [redacted] Comment. The information of the largest GOFG tank repair shop located in Kirchmoeser is credible and agrees with various information received during the last three years. The plant is in charge of general overhaulings of JS-3 tanks. The plant capacity is apparently adequate, because after 1952 noteworthy shipments of tanks to the USSR were no longer observed.

Annex 20

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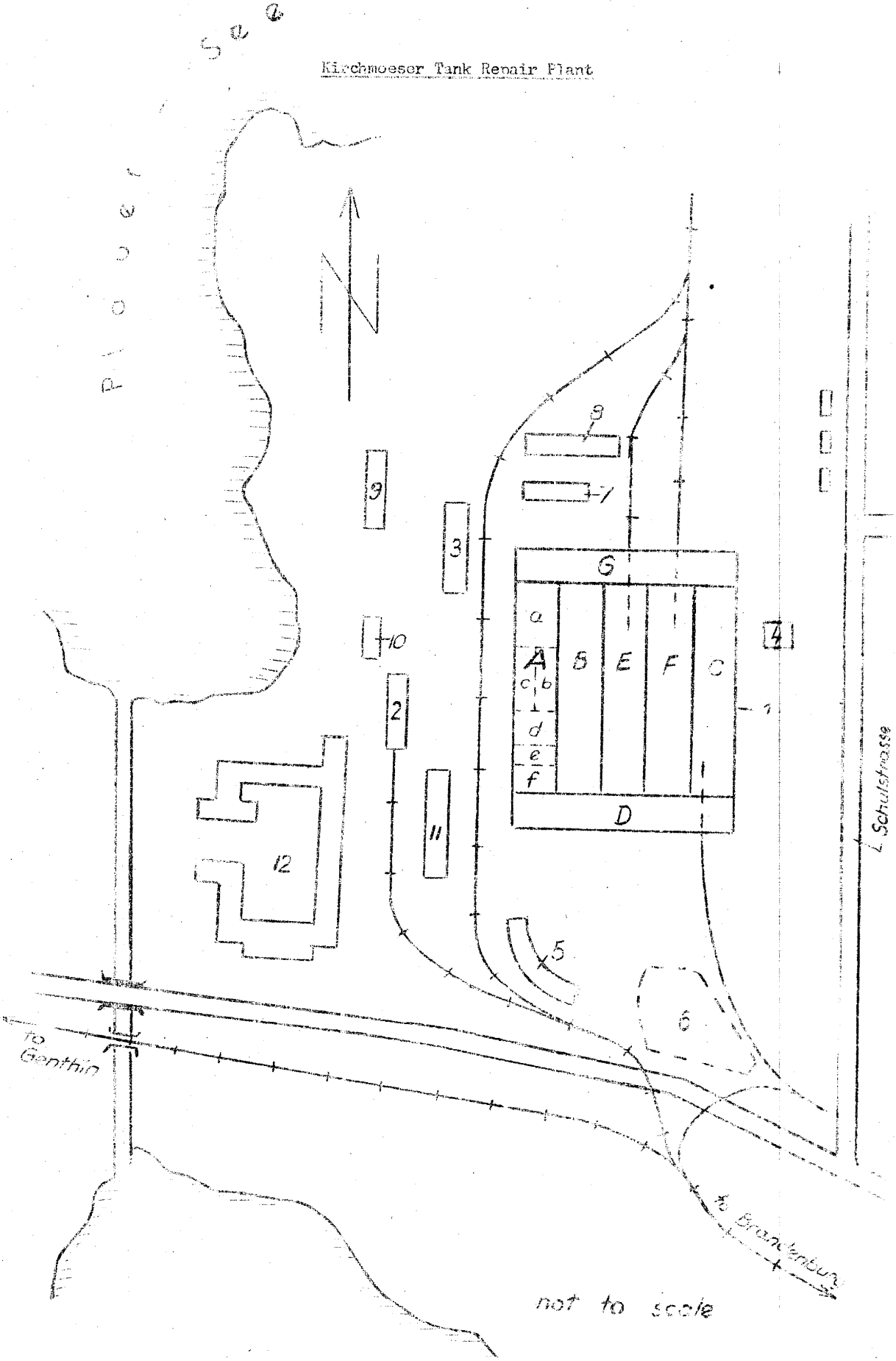
Kirchmoeser Tank Repair Plant



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Legend:

1. Complex of workshops, 150 x 170 x 220 m.
   - A. Repair plant of the Soviet Army with German personnel
     - a. Lathe shop, about 30 x 60 m
     - b. Turret lathe shop, about 15 x 60 m
     - c. Milling shop, about 30 x 60 m
     - d. Grinding shop, about 30 x 30 m
     - e. Wheel plant, about 20 x 30 m
     - f. Plumbing and welding shop
   - B. Disassembling shop with Soviet personnel
   - C. Assembly shop with Soviet personnel
   - D. Disassembling and assembling shop for tank engines with Soviet personnel
   - E. Mill train for thick sheets)
   - F. Mill train for precision profiles) These departments belonged to the Kirchmoeser Rolling Mill and operated with German personnel.
   - G. Offices
2. Forge, about 25 x 100 m
3. Storage building
4. Test stand for tanks
5. Garage, 20 x 100 m
6. Parking lot for tanks
7. Main warehouse and apprentice shop
8. Generator station of rolling mill
9. Transformer station
10. Water works
11. Barracks of soldiers
12. Former Reichsbahnschule occupied by Soviets.